PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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Rep. Peter DeFazio

DeFazio Calls for 'Transformative' Federal Transportation Bill

REP. PETER DEFAZIO (D-OR), chair of the House Transportation and Infrastructure Committee, emphasized his support of "a transformative 21st-century transportation bill" at an Oct. 14 session during APTA's 2019 TRANSform Conference.

According to DeFazio—a 32-year member of the House—previous transportation authorization bills dating back to the Intermodal Surface Transportation Efficiency Act of 1991 followed the pattern set by President Dwight Eisenhower in the 1950s when he worked to help create the Interstate Highway System. "It's time to enter the 21st century," he said. "We all will need to be resilient and public transit will play a key role."

DeFazio noted the need to reduce or eliminate the more than $90 billion nationwide backlog in funding for state of good repair. "The longer you wait to repair, the more the process will cost later," he said.

His other priorities include strengthening support for Amtrak in both parties; establishing separate pots of money to help large and small public transit systems buy buses and "get more for your dollar"; and simplifying the Buy America project certification process.

DeFazio mentioned his support of a "fossil-fuel-free goal" for motor vehicles, beginning with reducing carbon emissions. He called for increased support of all-electric and hybrid-electric public transit vehicles, including testing of a process that "cracks water molecules" to produce hydrogen and energy.

The session, "Congress and the Year Ahead in Transportation," also included an off-the-record conversation with staff members of the committees that oversee public transit.

APTA AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

FTA Update: What's Now, New and Next

From left: APTA Chair Nuria I. Fernandez; FTA's Williams, Welbes, Robinson, Buchanan, Tuccillo and Valdes.

FTA ACTING ADMINISTRATOR K. Jane Williams provided an overview of FTA initiatives and priorities at an Oct. 14 General Session during APTA's TRANSform Conference. Joining her were FTA executives Matt Welbes, executive director; Bruce Robinson, acting associate administrator for program management; Henrika Buchanan, associate administrator for transit safety and oversight and chief safety officer; Robert Tuccillo, associate administrator for budget and policy; and Vince Valdes, associate administrator for research, demonstration and innovation.

Acknowledging the productive partnership between FTA and public transit agencies, Williams reinforced DOT Secretary Elaine Chao's priorities of safety, innovation and infrastructure investment. "The future of transit depends on innovation," she said. "Our ability to innovate and our leadership in the mobility discussion will ultimately determine the industry's ability to remain an option in the transportation network."

FTA is actively promoting opportunities to improve public transportation through innovation, she said, including investing $8 million in its Mobility on Demand program and announcing a notice of funding for its new Integrated Mobility Initiative (IMI).

"Through IMI, we are encouraging you to think big, including the use of robotic technologies like 'smart canes' that enable people with

FTA UPDATE CONTINUED ON PAGE 7

In the Spotlight in New York

Photo by David A. Riddy

The public transportation world came to New York City Oct. 13-16 to participate in APTA's 2019 TRANSform Conference: a *reimagined* Annual Meeting. Read about conference sessions and see photos beginning on page 5.

COMMENTARY

BY NURIA I. FERNANDEZ
Chair, APTA
General Manager and Chief Executive Officer
Santa Clara Valley Transportation Authority
San Jose, CA

Working Together, We Make Our Industry Better

Public transit makes it possible to keep us connected to our communities: To get to work, to get to school and wherever we need to go. APTA ensures that public transportation continues to be woven into the fabric of our lives.

I AM PASSIONATE ABOUT PUBLIC TRANSPORTATION and my passion is fueled by the people we serve, most of whom we will never meet but whose lives are made infinitely better by the policies and programs we help shape. It is also fueled by the hope that this world will be healthy when my young grandchildren are grown up and out on their own. We can ensure that future today with the policies we create for tomorrow.

It's a distinct privilege to be of service to APTA and the transportation industry during such an exciting and transformational time for public transit. I plan to build on the accomplishments my predecessor, David Stackrow, made this past year.

The new APTA Strategic Plan is aggressive and it's impactful—just what our industry needs to navigate the transformation it's undergoing from technological innovation to population growth and the shifts in our climate affecting the resiliency of our infrastructure.

I have given a lot of thought to how we will achieve the goals set out in our Strategic Plan.

To secure more committed funding and overall support for public transportation, we must build stronger coalitions locally—within our own states, with our state public transit associations and within our own communities with our elected officials, who can help advance our interests. Growing our membership will allow us to amplify our voice as an association and achieve our goals.

I am inspired by the results of a process, more extensive than ever, to develop an ambitious set of federal surface transportation authorization law recommendations. We are ready to press Congress to provide $178 billion over six years for public transportation and passenger rail investment that will deliver effective mobility options in every community.

That critical funding will address three major areas: to cover the entirety of the more than $90 billion public transit state-of-good-repair backlog and funding for all Capital Investment Grant (CIG) projects in the pipeline over the next six years; re-establish a 40-40-20 capital investment ratio among CIG, State of Good Repair and Buses and Bus Facilities grants; and create a new Mobility Innovation and Technology Initiative to keep pace with our evolving mobility.

We must place equity at the forefront as we strive to keep pace with the speed of technology. Small and medium-size agencies need to stay current and relevant for their customers, just as large agencies that serve millions of passengers do. They can only do that with the support of their peers in the industry and the funding that will allow them to thrive.

And it is critical to both our industry's survival and the opportunities we can provide to improve mobility throughout our nation that we maintain a strong workforce that is ready for the future. As technology advances, there is an urgent need to provide our workforce with the skills and tools that will set them up for success.

> **We must build stronger coalitions locally—within our own states, with our state public transit associations and within our own communities with our elected officials, who can help advance our interests.**

Our operators and maintenance workers comprise 80 percent of the workforce at public transit agencies. Management and labor must engage in conversation to better understand the impacts of disruptive technologies on the performance and delivery of transit services. We must identify the new skills needed and develop training opportunities so we all can contribute and benefit from this transformation.

As we work to accomplish these objectives, safety and security will remain the underlying focus as our industry encounters new challenges. The public transit industry is now on par with Fortune 500 companies in regard to cybersecurity vulnerabilities. Everything we do runs on technology and, as a high-profile potential terror target, the industry must be able to guard against cyberattacks.

We are all working toward the same goals: to improve and better integrate mobility in our communities. And we need to be open to all ideas and solutions, not just limited to the systems we know and use today, to get people where they need to go: safely, efficiently, affordably and with the least impact on our environment.

Together we will proactively anticipate, manage and leverage change, cementing our role in the vitality and staying power of our industry and the part it plays in our communities.

We are the leaders of the new mobility era, advocating to connect and build thriving communities. I am counting on all of you to renew your commitment, to feel the responsibility and take ownership for the success of public transportation.

Working together, we make each other better, we make our communities better and we make our industry better. Our future depends on it!

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Partners Sign on to APTA THUD Funding Letter

APTA HAS BEEN JOINED by 31 other organizations, representing tens of millions of Americans, in opposition to public transit infrastructure cuts included in the Senate Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill.

Although the bill includes many critical infrastructure investments, it reduces total funding for public transportation by $457 million compared to FY 2019 enacted levels and, unlike the House bill, does not permanently block an impending $1.2 billion cut to transit formula funds in FY 2020.

The full text of the letter is at https://bit.ly/2Jhp96I.

FRA Issues Notice of Railroad Trespassing Enforcement Grants

FRA ANNOUNCED THE PUBLICATION Oct. 22 in the *Federal Register* of a Notice of Funding Opportunity soliciting applications for a total of $150,000 in FY 2019 grant funds available under FRA's Railroad Trespassing Enforcement Grant Program.

Applications are due by Dec. 23 for the program, which funds enforcement of trespassing laws. Such activities may include investigating trespass incidents as well as issuing warnings and citations to trespassers.

FRA will give preference to law enforcement agencies in one of the 10 states with the highest incidence of rail trespass-related casualties: California, Texas, Illinois, Florida, New York, Pennsylvania, Ohio, New Jersey, North Carolina and Georgia.

Eligible applicants include state, county, municipal, local and regional law enforcement agencies in locations with a demonstrated rail trespassing problem and with at least one mile of FRA-regulated track within the jurisdiction's geographic boundaries.

The full text of the *Federal Register* notice is at https://bit.ly/2W1oSdq.

OmniRide to Start Service To New County

RESIDENTS OF STAFFORD COUNTY, VA, will have a new commuting option as of Nov. 4, when the Potomac and Rappahannock Transportation Commission (PRTC) begins operating OmniRide Express bus routes between a commuter lot in the county and L'Enfant Plaza in Washington, DC, and to the Pentagon.

To encourage passengers to try the new services—the first in OmniRide's 33-year history to originate outside Prince William County, VA—the new routes will operate free through Dec. 31.

The two new routes are among 10 public transit and multimodal projects totaling $19 million, approved by the Commonwealth Transportation Board as part of the Commuter Choice program to improve the commute on the I-395/95 corridor. Funding for the projects is being provided by Transurban, which will make an annual public transit payment to the commonwealth of Virginia.

PRTC Chair and Prince William Supervisor Ruth Anderson said, "People in our area need alternatives to driving alone on congested roads. Using toll revenues to enhance OmniRide's existing bus services and adding new routes is going to help everyone's commute."

Virginia Secretary of Transportation Shannon Valentine added, "The Commuter Choice program illustrates the commonwealth's commitment to creating safe, reliable travel choices across Virginia's transportation system. Multimodal investments along this corridor support the commonwealth's economic competitiveness and create a more seamless network for people to access jobs, education, healthcare and opportunity."

OmniRide will begin operating express buses from Stafford County, VA, on Nov. 4.

Photo courtesy Metropolitan Transportation Authority/Marc A. Hermann

NYC Transit President Andy Byford and Senior Director for Systemwide Accessibility Alex Elegudin at the opening of the first Accessible Station Lab.

New York MTA Opens Accessible Station Lab

THE NEW YORK METROPOLITAN Transportation Authority (MTA) recently opened a "living lab" for updated features—such as smartphone apps, floor treatments, braille and tactile maps, digital signage and in-station navigation—in MTA New York City Transit's Jay Street-MetroTech Station in downtown Brooklyn.

The pilot project, which will continue through Dec. 31, allows customers to test products and services that make subway stations more accessible for riders of all abilities. Passengers can provide direct feedback to NYC Transit while allowing the agency to evaluate the durability and performance of such features.

NYC Transit President Andy Byford said, "We all know that accessibility is about much more than elevators, and the Accessible Station Lab brings that idea to life. Whether you use tactile guideways or an audio app to navigate, benefit from our new customer information screens that provide service information in large, clear text or care about clean elevators, this project shows that the subway is for you."

The features being demonstrated in the station lab can increase accessibility for customers with mobility-related disabilities, who are blind or low-vision, deaf or hard of hearing or have cognitive disabilities.

One of Valley Metro's new commuter buses from MCI.

Valley Metro Signs Bus Contract with MCI

VALLEY METRO IN PHOENIX HAS entered into a five-year contract with Motor Coach Industries (MCI), a U.S. subsidiary of NFI Group Inc., for up to 50 MCI D45 CRT LE and D45 CRT commuter rapid transit coaches. The first four vehicles are scheduled for delivery in summer 2020.

While the agency has operated heavy-duty transit buses by MCI's sister company New Flyer on its regional routes, this order represents Valley Metro's first purchase of MCI commuter coaches.

Tom Wagner, MCI vice president public sector, said the company consulted with advocacy groups including the National Council on Independent Living during the planning process and creation of the final prototype design.

Scott Wisner, bus services delivery manager, noted that the design of the new buses includes an area designated for mobility devices that will help riders more easily board and exit the vehicle.

HART Launches Bus Driver Safety Shield Installation

THE HILLSBOROUGH AREA Regional Transit Authority (HART) in Tampa, FL, and Amalgamated Transit Union Local 1593 unveiled the first operator safety shield installed in a HART vehicle at a recent event for employees and the community.

"HART employees, whether behind the wheel or behind a desk, should have an expectation of going home to their loved ones," said Benjamin Limmer, HART chief executive officer. "The safety and security of our employees and customers is always our number-one priority. The installation of the on-board safety shields reflects that commitment." Limmer joined a HART operator, Hillsborough County Sheriff Chad Chronister and ATU representatives on the inaugural ride.

The driver safety shield installed in a HART bus.

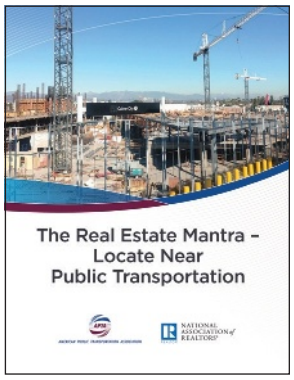
HART and the union collaborated with manufacturer AROW Global to select and approve the best protective option to cover operator space. Each shield is equipped with an interior that operators can slide-lock while in their seat compartment.

The agency's maintenance team is working with the manufacturer to custom-fit each bus and van with the shields, which may include moving the farebox and other on-board equipment. The safety shields will be rolled out to the public on a regular schedule over the next few weeks.

The event also included the launch of the second phase of HART and ATU Local 1593's "Ride with Respect" campaign: new on-board messages that reinforce security rules and riding etiquette, and warn against threatening or assaulting public transit operators.

APTA/NAR Study Examines Real Estate Value and Public Transportation

APTA AND THE National Association of REALTORS (NAR) released a joint study, *The Real Estate Mantra—Locate Near Public Transportation*, at a press conference Oct. 14 during APTA's TRANSform Conference.



The report highlights the critical role public transportation plays in determining real estate values, revealing that commercial and residential real estate market sales thrive when residents have mobility options close by.

APTA Chair Nuria I. Fernandez was joined at the press conference by APTA President and CEO Paul P. Skoutelas, 2019 NAR First Vice President Charlie Oppler and 2019 New York State Association of REALTORS President Moses Seuram.

APTA and NAR leadership discussed how local communities benefit from regional transit investment through the lens of a changing retail landscape, as well as other factors affecting property values for homes and businesses located near public transportation.

After highlighting key findings from the study, the panelists took questions from media members in attendance as well as via phone.

Read the study at www.apta.com/real-estate.

Skoutelas, Seuram, Fernandez and Oppler with the APTA/NAR joint study at a press conference during APTA's TRANSform Conference.

APTA Board Approves Strategic Plan, Authorization Recommendations

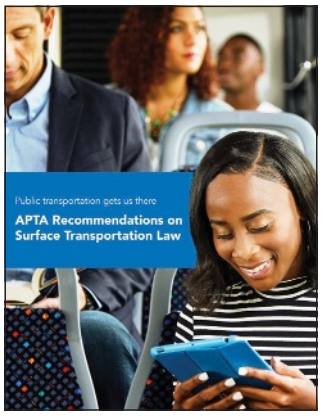
AT ITS MEETING OCT. 12 in New York City, the APTA Board of Directors approved the association's new three-year strategic plan for FY 2021-2023.

The board listed the four priority issues of the strategic plan:

1. Championing Investment and Supportive Policies;
2. Expanding the Reach of Public Transportation by Leveraging New Mobility Services and Technologies;
3. Developing Leaders and the Future-Ready Workforce; and
4. Enhancing Safety, Security and System Resilience.

Additionally, the board approved recommendations for the next federal surface transportation authorization bill, which would succeed the FAST Act when it expires next year. These include:

- Enact a long-term surface transportation authorization act funded by dedicated, sustainable revenues (e.g., increasing federal motor vehicle user fees) that address the pending shortfall in the Highway Trust Fund (including the Mass Transit Account), and provide



$145 billion over six years to bring public transit systems to a state of good repair and meet growing community demands for increased mobility choices;

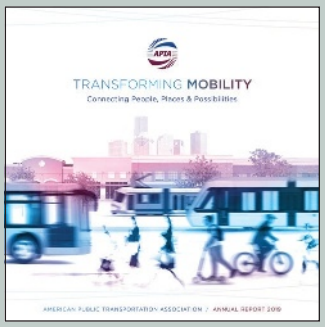
- Re-establish a 40-40-20 capital investment ratio among the Capital Investment Grants, State of Good Repair and Buses and Bus Facilities programs; and
- Create a new Mobility Innovation and Technology Initiative to introduce cutting-edge technologies and integrate new service-delivery approaches and mobility options in the transit marketplace.

APTA Releases 2019 Annual Report

APTA UNVEILED ITS 2019 ANNUAL Report, *Transforming Mobility: Connecting People, Places & Possibilities*, at the TRANSform Conference: a *reimagined* APTA Annual Meeting in New York.

The report describes David M. Stackrow Sr.'s major board initiatives during his year as APTA chair, as well as the association's many accomplishments and activities during 2018-2019.

Download the report at www.apta.com.



MV, Tripshot Partner with University of Denver

MV TRANSPORTATION AND Tripshot have partnered with the University of Denver (DU) to operate two new public transit routes designed to improve connections among the university campus, Regional Transportation District light rail stations and surrounding neighborhoods.

MV Transportation operates the east-west routes, which entered service Oct. 16, under contract with the university. They serve a total of 11 stops; signage at each stop notifies riders about the Tripshot mobile app, which provides real-time location tracking for the bus along with route and schedule information.

"We are excited about our partnership with DU and appreciate the confidence they have placed in MV," said Lisa Kelliher, MV's senior vice president for the Midwest Region. "We look forward to bringing new and innovative ideas that enhance the overall passenger experience as people commute to and from campus."

TRANSforming Today's Public Transit Agency In a Time of Rapid Change

Andy Byford

Craig Cipriano

Philip Eng

Catherine Rinaldi

Daniel DeCrescenzo

FIVE NEW YORK MTA LEADERS detailed the ways in which they are transforming their agencies at an Oct. 15 General Session during APTA's TRANSform Conference, emphasizing transparency and openness, trust and reputation, customer and employee culture, and providing quality service that meets customers' needs.

Andy Byford, president, MTA New York City Transit; Craig Cipriano, acting president, MTA Bus Company; Philip Eng, president, MTA Long Island Rail Road (LIRR); Catherine Rinaldi, president, MTA Metro-North Railroad; and Daniel DeCrescenzo, acting president, MTA Bridges and Tunnels, discussed challenges and opportunities facing their agencies. Dorval Carter, president, Chicago Transit Authority, moderated the session.

Public transit improvements require sufficient funding. Byford described how MTA's historic $51.5 billion, five-year capital plan aims to take the entire system *beyond* a state of good repair to realize the "fastest, biggest upgrade in transit history."

This investment, noted Cipriano, would help facilitate a bus network redesign, including more than 2,400 new buses, a move to zero-emission vehicles and all-door boarding, and depot and route improvements. Eng said the investment would address those issues that specifically cause delays to service at his agency—upgrading rolling stock, track, switches and signal infrastructure—and fund service expansion and access, including a third track on the Main Line corridor used by 40 percent of LIRR customers.

Rinaldi noted how the investment would improve access to Penn Station and provide for more Metro-North stations in the currently underserved Bronx. DeCrescenzo said that while his agency is already in a state of good repair, there is a pressing need to keep it that way. The priorities, he said, are to ensure service resiliency—particularly from weather—and to "move traffic safer and quicker, not just *through* tunnels and bridges, but as they approach and exit."

Public transit improvements also necessitate disruption—and buy-in from customers. Byford stressed the need for agencies to be totally transparent and to manage customers' expectations when disrupting service.

First, he said, make sure customers want the enhancements. Then, get out the message and reassure customers that "we will get it done and give you what you want, but we need your patience while we do it." It cannot be emphasized enough, he said, to finish a project on budget and on time, every time. He suggested when proposing new projects to use previous successful projects as examples of how customers' lives will be improved.

Eng echoed these sentiments. "Customers have to be able to see an end to disruptions," he said. "They need to know what you are doing and why."

The panel members were in agreement that providing a world-class public transit system is not possible without the employees to provide it—motivated by the mission of the agency.

"It's not just about providing shiny things," said Byford. "If your customers don't feel valued it means nothing; and you can't do that without bringing your employees along." He described some of his employee-appreciation initiatives, including personally signing commendations and presenting employees with printed and framed comments they have attracted on social media.

Eng pointed to the need for agencies to adequately equip their employees: "I can't ask my people to do more or do it faster or better without giving them the tools." That way, each employee is empowered to take ownership of their own duties. "Fixing a pothole or broken step is as important to the customer experience as a new platform," he said.

Rinaldi and DeCrescenzo spoke to the importance of providing an interesting and rewarding career path when attracting the future workforce to public transit, including allowing employees to move laterally and experience new facets of the agency.

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'TRANSform Tonight' Show Kicks Off APTA Meeting in New York City

THE OCT. 13 KICKOFF EVENT AT APTA's 2019 TRANSform Conference: a *reimagined* Annual Meeting lived up to that name by *transforming* the Opening General Session into APTA's own not-so-late-night "TRANSform Tonight."

The talk show format, complete with a host desk and live house band, delivered a fresh, creative way to celebrate APTA's achievements of the past year and welcome a new board chair. The band members are part of the New York Metropolitan Transportation Authority's (MTA) "Music Under New York" program, which sponsors local musicians performing at 30 public transit locations throughout the city.

Eva Saha, Chicago-based television personality and long-time emcee for APTA's annual awards, served as the show's host.

MTA Chair and Chief Executive Officer Pat Foye welcomed TRANSform attendees, telling the audience how proud his agency was to co-host the four-day conference with its partners at New York City DOT.

Foye discussed the transformation of public transit underway in New York, which includes a $51.5 billion MTA capital investment program, the largest and most ambitious in the agency's history.

In authentic late-night talk show fashion, Foye recited a "Top 10 List" of lesser-known facts about the MTA. Two details that prompted an especially enthusiastic crowd response: the first female subway conductor joined the Brooklyn Rapid Transit Company more than 100 years ago and the MTA moves more than eight million people every day with a workforce totaling 70,000.

APTA President and CEO Paul P. Skoutelas called the opening session a time for "our APTA family to come together and reflect on the past year." Among the successes he cited were:

- A second consecutive year of near-record federal funding for public transportation programs;
- Creation of APTA**U**, a one-stop education, career and workforce development center;
- Establishment of the Mobility Innovation Hub, APTA's evolving library of best practices and innovations in the new mobility era;
- Technical support on PTC installation, 33 new or updated standards, 11 safety audits and 10 peer reviews; and
- New research studies and policy papers on the most pressing issues.

In describing the litany of 2018-2019 achievements, Skoutelas praised APTA members for their work to reimagine and reinvent mobility in communities across the country.

APTA Chair Nuria I. Fernandez, left, chats with host Eva Saha.

> **"Fernandez said her lifelong passion for public transportation was fueled by "the people we serve … whose lives are made better by the policies and programs we shape."**

"It's thrilling to see how public transportation agencies have embraced change, invited innovation and led so much transformation," he said. "There is a willingness to experiment and a desire to write our own future."

Skoutelas said the mobility space has become more crowded, making it essential for "us to work together, engage each other, support our colleagues and strengthen our cohesiveness as an industry and a family."

Calling the industry's transformation a journey rather than a one-time fix, he quoted a proverb that said if you want to go fast, go alone, but if you want to go far, go together. He called upon the audience to "go far together!"

APTA Immediate Past Chair David M. Stackrow Sr. presented three major milestones achieved by the APTA board during his year as chair:

- Approving a unified, industry-wide set of recommendations for a new multi-year surface transportation authorization bill;
- Advancing the new mobility landscape by leading a study mission to Germany, Austria and Finland to explore approaches to Mobility as a Service (MaaS) that could be beneficial in North America; and
- Developing a new three-year Strategic Plan to carry APTA, its members and the public transportation industry into an even more successful future.

"APTA needs to be a critical resource to help our members design, operate and maintain transit systems that are responsive, flexible and innovative," Stackrow told the audience. Explaining that it all comes down to aligning the association's time, resources and the work of its many committees—and not trying to be all things to all people—he said, "Good leadership requires choices." APTA's 2019 Annual Report, available at www.apta.com, provides more details about the association's 2018-2019 accomplishments and Stackrow's initiatives.

Saha asked Stackrow about *Building A Solid Board-CEO Partnership,* a book he co-authored while servings as APTA chair. He explained that, after chairing the boards of both the Capital District Transportation Authority in Albany, NY, and APTA, he wanted to share the lessons he learned and "leave something of lasting value" for future public transit leaders. In that same vein of giving, he added that all of his book royalties would be donated to support American Public Transportation Foundation scholarships.

Nuria I. Fernandez, the new APTA chair, thanked Stackrow for his leadership. She said her lifelong passion for public transportation was fueled by "the people we serve … whose lives are made better by the policies and programs we shape." She added that the public transit industry can ensure a healthy future for future generations tomorrow with the policies we create today.

In addition to pledging to build on the accomplishments of Stackrow, she described the following other priorities for her tenure:

- Build stronger local coalitions and grow APTA's membership to amplify the industry's voice;
- Ensure equity among small and large systems as APTA strives to keep pace with emerging technology;
- Maintain a strong workforce that is ready to seize new opportunities to expand mobility; and
- Advocate for a new six-year federal investment on public transportation and passenger rail.

"We are the leaders of the new mobility era," Fernandez said, "[and] I'm counting on all of you to renew your commitment" and take ownership for APTA's future success.

"By working together, we make each other better, our communities better and our industry better," she said. "Our future depends on it and I can't wait to get started."

Fernandez shares more about her goals for 2019-2020 in a commentary on page 2 of this issue of *Passenger Transport*.

Conference Videos Available to View

Visit www.apta.com/TRANSform-videos to view videos of major sessions from APTA's 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting.

A Conversation with New CEOs: An Executive Roundtable

NEW TRANSIT AGENCY CHIEF executive officers engaged in a session during APTA's TRANSform Conference highlighting the challenges, priorities and strategies in their new roles, and shared suggestions for building a successful organizational culture.

APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority (VTA), San Jose, CA, who opened the session, emphasized the importance of building effective networks. She also offered advice from her own experience early on: "Carve out time for yourself. I schedule one to two hours on Fridays just to think."

Ferdinand L. Risco Jr., executive director of the Transit Authority of River City (TARC), Louisville, KY, served as moderator.

Clarelle DeGraffe, general manager & director of rail transit, Port Authority Trans-Hudson Corporation, Jersey City, NJ, emphasized the need to connect with the customer and take service to the next level. With so many customers communicating now through Twitter, she said, "we need to let our riders know that we hear them, we are listening and we are addressing any issues they convey."

Carolyn M. Gonot, P.E., executive director, Utah Transit Authority, Salt Lake City—noting that she was in the beginning of her eighth week at the agency after working for two decades at VTA—talked about the various initiatives at UTA, the collaborative spirit at the agency and TOD taking place.

India Birdsong, general manager and CEO, Greater Cleveland Regional Transit Authority, noted she was in the

CHIEF EXECUTIVE OFFICERS CONTINUED ON PAGE 10

From left: Alex Z. Wiggins, Eric Kaled, India Birdsong, Carolyn M. Gonot, Clarelle DeGraffe and Erika Mazza.

FTA UPDATE CONTINUED FROM PAGE 1

visual challenges to navigate in real time," Williams said. "These new forms of mobility help meet customers' growing expectations and, in turn, grow ridership."

Williams described FTA's Capital Investment Grant (CIG) program and noted that FTA is required to consider both project readiness and associated risk in evaluating projects for funding through the program. She was eager to stress that when public transit agencies complete projects under budget and open ahead of schedule, FTA has the authority to approve additional project activities using the federal share of the agency's cost savings, if the proposed use is integral to the success of the existing project.

"We encourage project sponsors who bring projects in on time and under budget and achieve cost savings to discuss options with us," she said. "As your partner, we want to continue to support your efforts."

Williams also described new procedures that will enable FTA to process reimbursements to FTA grantees in case of another government shutdown. With 90 percent of FTA staff to be furloughed during a shutdown, guidance from the Office of Management and Budget allows four excepted positions within FTA's Office of Financial Management and its Office of Financial Systems to make reimbursements for grants previously awarded with prior year unexpired appropriations. These functions would be performed daily as requests for reimbursement are submitted by grantees to FTA and the payments are certified by FTA staff and submitted to the U.S. Treasury.

Welbes informed the audience that FTA awarded $15 billion in 2,000 grants during the last fiscal year. FTA has 8,000 active grants, he said, totaling $90 billion—80 percent of which are through formula grant programs. "There are 500 people at FTA," he said. "And we are pleased to be your partners, advancing public transportation around the country."

Robinson explained that grant applications exceed available funds by a factor of five. "So, we look at needs and benefits across the country—how projects support the community, increase ridership, improve access for all. And we look at how projects use taxpayers' dollars versus local match." He noted that FTA is making it easier to apply for programs and urged public transit agencies that have been unsuccessful to apply again.

Buchanan described FTA's focus of assisting agencies in achieving compliance with the Public Transportation Agency Safety Plan (PTASP) regulation ahead of the July 20, 2020, deadline. "Sixty-two percent of agencies that are subject to the requirements have participated in an FTA PTASP webinar or workshop," she said. "Until the deadline, we will continue to push for implementation of the rule. Our intent is to provide you with the resources you need to be successful." FTA launched the PTASP Technical Assistance Center Oct. 11 to assist agencies on the development and implementation of safety plans. Learn more at www.transit.dot.gov/PTASP.

"At FTA, we take a broad view of joint development," said Tuccillo, "which allows transit systems to use FTA capital funds, or property acquired with FTA funds, to help finance the development of a project with the private sector."

He also noted that FTA is partnering with the Build America Bureau on the Rural Project Initiative, which provides loans for projects in the $10 million-$75 million range. "If you're a rural applicant," he said, "the application and advisory fees are waived—that's a saving of $250,000-$500,000, with interests rates half that of a regular loan."

Valdez referenced the changing ecosystem for public transit and how FTA is responding to those changes with programs to help agencies support, among others, older Americans and people with disabilities. The question, he posed, is: "How to get systems working together to provide a seamless experience for the traveler—removing the *friction* from people traveling from A to B, adopting such operational concepts as Mobility on Demand and wayfinding navigation."

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APTA Chair Nuria I. Fernandez spoke at a general session during APTA's 2019 TRANSform Conference in New York City.

FTA Acting Administrator K. Jane Williams led the FTA Update General Session Monday afternoon.

APTA officers for 2019-2020, from left: Freddie Fu chair; Nuria I. Fernandez, chair; and David M. Sta President and CEO Paul P. Skoutelas.

Rep. Peter DeFazio (D-OR), chair of the House Transportation and Infrastructure Committee, addressed a Monday afternoon general session.

APTA President and CEO Paul P. Skoutelas and APTA Chair Nuria I. Fernandez recognized the outgoing chair and vice chair of the APTA Legislative Committee—Diana Mendes, second from right, and Leanne Redden, second from left, respectively—during the committee's meeting at the conference.

Host Eva Saha chatted with Skoutelas at the TRA evening.

The Broadway Ballroom was packed Tuesday morning for the APTA Honors event.

Musicians from the "MTA Music Under New York" program served as the live house band for TRANSform Tonight.

'Start Spr The News

More than 2,500 public and business leaders ga York Marriott Marquis i days of forward-looking 2019 TRANSform Confe Annual Meeting. Speak representatives, House Peter DeFazio (D-OR) a committee staffers, lea New York MTA and New leader Randi Zuckerber community activist Vija

Photos by Steve Barrett Photography, unle

The first of four Procurement Summit sessions, "On the Front Line: 21st Century Cybersecurity in Transit," included reports from the Leadership APTA Cybersecurity Project Team.

Photo by Mitchell Wood

The MTA Police Department Pipes and Drums kicked off the Monday morning session.

More than 2,500 people attended this year's APTA conference.

Photo by Mitchell Wood

Members of the APTA Executive Committee gather after the Oct. 12 APTA Board of Directors Meeting and Business Meeting of the Membership.

APTA greeted conference participants with an el

uller, secretary-treasurer; Jeffrey Nelson, vice
ackrow Sr., immediate past chair, joined by APTA

ANSform Tonight "talk show" session Sunday

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rg and violinist and
ay Gupta.

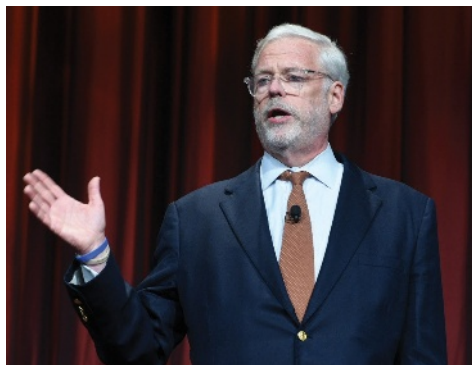
ess otherwise noted

Polly Trottenberg, left, commissioner, New York City DOT, and Veronique Hakim, managing director, New York Metropolitan Transportation Authority, welcomed attendees at the Monday morning General Session and participated in the Wednesday Wake Up Breakfast program.

Former Sen. Byron Dorgan (D-ND), senior policy advisor, Arent Fox, displayed APTA's recommendations for the next federal public transportation authorization bill at the APTA Board of Directors meeting.

Randi Zuckerberg, keynote speaker at the Monday morning General Session.

Outgoing APTA Chair David M. Stackrow Sr. passes the gavel to incoming Chair Nuria I. Fernandez.



MTA Chair and CEO Pat Foye greeted conference attendees during the TRANSform Tonight session.

Photo by Mitchell Wood

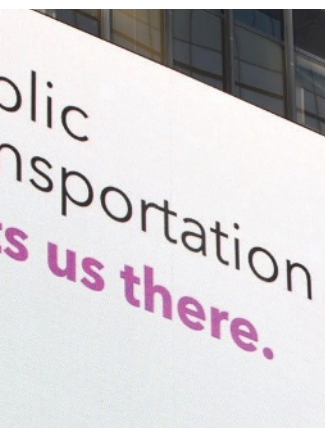
The American Public Transportation Foundation conducted a silent auction to raise funds for scholarships.

Attendees could learn about the activities of the Transit Cooperative Research Program.

The Welcome Reception offered food, fellowship and live performances from more "MTA Music Under New York" musicians.

Photos by Mitchell Wood

The Products and Services Showcase spread out across three floors in the Marriott Marquis.



ectronic billboard in Times Square.

VISA sponsored the Sunday night Welcome Reception.

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Panel Explores New Dynamics in Public Transit Ridership

CHANGES IN TRAVEL BEHAVIOR and mobility options are creating both challenges and opportunities for public transit systems across the country.

In an interactive session Oct. 15 during APTA's TRANSform Conference, a panel of transit CEOs shared the diverse methods they are using to increase ridership, improve frequency and add more rider amenities.

Kevin Desmond, chief executive officer, South Coast British Columbia Transportation Authority (TransLink), New Westminster, BC, who moderated the session, noted that the standing-room-only audience was evidence that ridership is an issue on "everyone's mind."

From left: Kevin Desmond, Randy Clarke, Yann Leriche, Stephanie Wiggins, Mark R. Aesch and Darnell Chadwick Grisby.

Randy Clarke, president & CEO, Capital Metropolitan Transportation Authority, Austin, TX, reported that ridership on his system is up, which he attributed to the fact that his agency recently launched a completely redesigned bus network. He stressed that good service, consistent frequency and clean vehicles are critical for rider experience. Another initiative that attracts riders, Clarke said, is that all schoolchildren ride free. This gives parents more freedom, independence and peace of mind.

Yann Leriche, chief executive officer, Transdev North America, Lombard, IL, compared public transit service in the U.S. and abroad, saying that ridership is increasing in Europe but on the decline in some areas of the U.S.

He listed several reasons for the disparity in ridership: public transportation investments in Europe are five to 10 times greater than in the U.S.; Europe has strong policies that reduce the share of space for private vehicles; and public transit enjoys a positive image in Europe. "It's cool in France and Germany," he explained, "but you don't see that perception much here in the states. We need to make transit sexy again," he added.

Stephanie Wiggins, chief executive officer of the Southern California Regional Rail Authority (Metrolink), Los Angeles, said ridership on her system has almost doubled on weekends. Congestion on Los Angeles roads is so intense that residents want to get on public transit and explore the area "without hassles," she said.

Her agency also is spreading the message about the health benefits of riding public transit. "Walking is better for your health ... you're more likely to walk more if you take the train … it's good for the environment ... all things that attract riders," Wiggins explained.

Mark R. Aesch, chief executive officer, TransPro Consulting, Tampa, FL, told the audience that public transit agencies tend to measure ridership by the number of people in seats but, he asked, "Are we defining value this way?" What matters is customer satisfaction, he stressed, adding, "We have to keep the riders we have."

Darnell Chadwick Grisby, director, policy development and research, APTA, cited last quarter's ridership numbers (which APTA updates) as up .46 percent. Just a few of the issues impacting ridership numbers, he said, include more people telecommuting and therefore not purchasing monthly bus passes, lowered bus speeds due to increased congestion and the continuing state of good repair backlog.

Citing results of a new APTA/National Association of REALTORS study, Grisby said real estate near transit stations is selling for higher prices, reaffirming the value of transit beyond ridership. However, the challenge is this can also displace some people with lower incomes, further impacting ridership.

He suggested tactical transit—the ability to provide inexpensive quick interventions, such as the placement of cones for bus lanes, can improve efficiency and service at a lower price point.

The session was sponsored by Vanasse Hangen Brustlin Inc.

A Woman's Place Is Leading Public Transit

Four powerful women working in public transportation—from left, FTA Acting Administrator K. Jane Williams; APTA Chair Nuria I. Fernandez; Polly Trottenberg, commissioner, New York City DOT; and Veronique Hakim, managing director, New York Metropolitan Transportation Authority—spoke about how they started in public transit and their priorities and interests during the Oct. 16 Wake Up Breakfast: "TRANSformational Influence—Women and Power." Williams worked in the Reagan and George H.W. Bush White Houses and on Capitol Hill before joining Maryland DOT and, later, FTA. Hakim said, "I just needed a job in 1987. I joined MTA New York City Transit and it turned out to be a job I love." Trottenberg worked on public transit issues for members of Congress including the late Sen. Daniel Patrick Moynihan (D-NY) and in the Obama Administration. The speakers agreed that women have experience in balancing multiple priorities and staying flexible. Proterra sponsored the breakfast, held in conjunction with WTS.

Impressive Turnout for BMBG Meeting in New York

Approximately 35 members of APTA's Business Member Board of Governors (BMBG), and an additional 50 APTA business members, met Oct. 13 during APTA's TRANSform Conference. During the meeting, a contribution of $10,000 to the Houston Ballot Initiative was voted on and approved; APTF Corporate Sponsor Awards were presented; and a preview was given of the 2020 Business Members Annual Meeting, Jan. 29-31, Carlsbad, CA.

CHIEF EXECUTIVE OFFICERS CONTINUED FROM PAGE 7

fifth week into her job and stressed the importance of meeting with employees and connecting with them and with riders who use the system every day. She said it is important to encourage employees to embrace change. "We need to engage everyone at all levels, not just the executive team."

Eric Kaled, president, Genfare, Elk Grove Village, IL, provided the private sector perspective, saying that his organization's goal is to simplify riders' experience by partnering with transit agencies.

"We need to know the good, bad and the ugly. If feedback is not great, you need to be OK with it and show action. This demonstrates you care," he said.

Alex Z. Wiggins, CEO of the Regional Transit Authority, New Orleans, said that, while his agency is expanding, it's still recovering from Hurricane Katrina. But he said he is invested in thinking about new modes and a more customer-oriented focus. He also said he has seen agency employees who "think we are all-knowing. I have to be humble enough to look to my staff for support and some of the answers."

Erika Mazza, CEO-general manager, Northern Arizona Intergovernmental Public Transportation Authority, Flagstaff, AZ, stressed the need to be adaptive. She emphasized focusing on strong communication, recruitment, retention and safety.

On the Front Line: 21st Century Cybersecurity

THE PROCUREMENT SUMMIT at APTA's 2019 TRANSform Conference launched Oct. 14 with a cybersecurity session that brought together some of APTA's foremost assets: a former association chair; graduates of Leadership APTA; partners from government, the business community and a European public transit organization; and an APTA staff expert.

Former APTA Chair Nathaniel P. Ford Sr., chief executive officer of the Jacksonville (FL) Transportation Authority, introduced the session titled "On the Front Line: 21st Century Cybersecurity in Transit," by saying the public transit agency needs "a holistic approach to keeping our customers and employees safe." He cited some best practices that have been adopted in his own agency.

Security in general and cybersecurity in particular were among Ford's five priorities during his tenure as APTA chair in 2017-2018.

Polly Hanson, APTA's senior director of security, risk and emergency management, served as moderator. She outlined several no-cost cybersecurity resources developed by APTA, available at www.apta.com/security-resources.

Hanson kicked off the discussion by introducing four graduates of the Leadership APTA Class of 2019—Donald Luey, William Benz, Tomika Monterville and Frederick A. Williams II—each of whom gave a presentation based on interviews with 24 public transit agencies. For every agency contacted, they assessed processes, vulnerabilities, employee education and agency culture and awareness to identify and defend against cyber-attacks. Their conclusions include:

- Cybersecurity is not just an IT responsibility but a priority for all departments;
- People rather than technology are the first line of defense, with everyone needing to understand threats and stay in contact with the security team;
- More sophisticated technology means greater vulnerability, such as cameras on vehicles, PTC and other broadband-dependent equipment;
- Communication is critical agency-wide to prevent attacks from going undetected for days;
- The supply chain of third parties, subcontractors and unknown suppliers to subcontractors represents new potential vulnerabilities, such as counterfeit equipment; and
- Cyber insurance is not a solution. The goal is to *prevent* breaches before they happen.

Sonya Proctor, TSA assistant administrator for surface operations, called cybersecurity a "fast-moving challenge that needs to be a priority at the highest levels of an organization." She stressed the importance of C-suite buy-in, discussed the convergence of cybersecurity (effective firewalls) and physical security (locked doors) and urged attendees to take advantage of TSA's non-technical, multimodal "Surface Cybersecurity Workshops," available at no cost in numerous locations throughout the U.S.

Photo by Mitchell Wood

From left: Polly Hanson, Donald Luey, Tomika Monterville, William Benz, Frederick A. Williams II, Ron Thiele, Philippe Citroën and Sonya Proctor.

Another resource she cited is TSA's Cybersecurity Roadmap, which can help public transit agencies:

- Identify risks;
- Reduce vulnerabilities to systems and critical infrastructure;
- Mitigate consequences if and when incidents do occur; and
- Strengthen security and ensure resilience.

Also during the session, Ron Thiele, president of Xpan Interactive Ltd., a global company that develops what the firm calls "immersive, interactive and cost-effective digital knowledge experiences," unveiled a new online course titled "Cybersecurity Fundamentals for Executives."

Available through APTA**U** at no charge, it is an awareness, education and diagnostic tool that covers numerous issues by asking users to answer multiple-choice questions in the categories of "identify," "protect," "detect," "respond" and "recover."

Philippe Citroën, director general of UNIFE (Association of the European Rail Supply Industry), called cybersecurity one of the most important issues in Europe today. He said the European rail supply industry considers protection against cyber threats vital to maintaining a safe, reliable railway "with its complex interdependencies and legacy infrastructure."

Citroën said UNIFE and APTA can collaborate on this issue and continue to share information.

Randi Zuckerberg Keynotes General Session

MORE THAN 2,500 ATTENDEES at APTA's 2019 TRANSform Conference were welcomed to New York City the morning of Oct. 14 by dignitaries including APTA Chair Nuria I. Fernandez, APTA President and CEO Paul P. Skoutelas, New York City DOT Commissioner Polly Trottenberg, New York Metropolitan Transportation Authority Managing Director Veronique Hakim, MTA New York City Transit President Andy Byford, MTA Metro-North Railroad President Catherine A. Rinaldi, MTA Long Island Rail Road President Philip Eng and FTA Acting Administrator K. Jane Williams.

Randi Zuckerberg

Huelon A. Harrison, principal, Legacy Resource Group, Dallas, introduced the keynote speaker, Randi Zuckerberg.

Zuckerberg, founder & CEO of Zuckerberg Media, entrepreneur, investor, bestselling author and tech media personality offered an enthusiastic and entertaining insight into her career.

Zuckerberg talked about the importance of using technology to stay connected in a rapidly changing world, as well as the value of innovation and the need to put "big ideas out there and step away from fear." She explained that many entrepreneurs have faced failure and rejection, warning that it's how one responds to failure that ultimately determines success.

The morning session was sponsored by Nova Bus and Zuckerberg's presentation was supported by the APTA Business Member Activity Fund.

The Medicine of Music

Reaching People who are Homeless with Music And What Public Transit Can Learn

VIJAY GUPTA, WORLD-ACCLAIMED violinist, MacArthur Fellow and social activist, led the Oct. 16 closing event of APTA's TRANSform Conference, performing classical pieces and discussing the importance of engaging with homeless people who occupy public transit facilities.

As founder and artistic director of Street Symphony in Los Angeles, Gupta employs music to connect with people in need, including people who are homeless. "The greatest gift you can give another is your attention," he said. "Let's not assume we're always the expert in the room; rather, we need to *see* people for who they are and what they need."

Gupta suggested that public transit agencies partner with local artists at the grassroots level to engage with people who are homeless. Artists could work with marginalized and displaced members of the community, who often are seeking safety or shelter in transit facilities, and share and humanize their stories via different media within the facility. "Bringing in artists can help shift the conversation—in public spaces—to present a different perspective on the problems and conditions faced by members of our communities," he said.

The session was sponsored by HNTB Corporation.

Vijay Gupta led a thought-provoking closing session on how public transit agencies can engage and connect with vulnerable members of the community.

Scenes from the APTA Honors

The APTA Honors span the breadth of the public transit industry's talent and potential—from students and young professionals who are just embarking on their careers to executives and thought leaders who have helped distinguish our industry for decades.

Henri Li, general manager/CEO, Sacramento Regional Transit District, was named APTA's 2019 Outstanding Public Transportation Manager.

Knoxville, TN, Mayor Madeline Rogero, center, accepted the Local Distinguished Service Award. Melissa Roberson, interim director of transit, Knoxville Area Transit, is at left.

The newest members of the APTA Hall of Fame, from left: Michael S. Townes, Richard A. White, Tony Kouneski, and Paul A. Toliver. APTA Chair Nuria I. Fernandez is third from left and APTA President and CEO Paul P. Skoutelas is at right.

Carol Herrera, chair of the Foothill Transit Executive Board in West Covina, CA, was honored as Outstanding Public Transportation Board Member.

Jeffrey Wharton, left, director, alternative delivery services, for SYSTRA, was recognized as APTA's Outstanding Public Transportation Business Member.

California state Sen. Jim Beall received the State Distinguished Service Award.

Tom Fox, center, transit director for Blacksburg (VA) Transit, accepts APTA's Outstanding Public Transportation System among agencies providing four million or fewer annual passenger trips.

APTF recognized its 2019 scholarship recipients—the largest number in its history—during the APTA Honors.

The Leadership APTA Class of 2019 graduated during APTA's 2019 TRANSform Conference.

Recipients of AdWheel Grand Awards for best marketing and communications-educational initiatives, from left: New Flyer of America, Santa Clara Valley Transportation Authority, Monterey-Salinas Transit, EMBARK.

Recipients of AdWheel Grand Awards for best initiatives to highlight public transit needs/funding, from left: New York Public Transit Association, Chicago Regional Transportation Authority, Roaring Fork Transportation Authority, Livermore Amador Valley Transit Authority.

Recipients of AdWheel Grand Awards for best initiatives to increase ridership or sales, from left: Q'Straint, San Diego Metropolitan Transit System, Omnitrans, Fargo Metropolitan Area Transit System.

Representatives of Dallas Area Rapid Transit accepted an APTA Innovation Award for its GoPass app. DART President/Executive Director Gary C. Thomas is second from right.

The other Innovation Award went to the Milwaukee County Transit System for its MCTS Excellence program honoring employees who help their community. MCTS President and Managing Director Don Boehm is at left.

TransLink, Vancouver, British Columbia—represented by CEO Kevin Desmond, center—was honored as the Outstanding Public Transportation System among agencies providing more than 20 million annual passenger trips.

C-TRAN, Vancouver, WA, received the Outstanding Public Transportation System Award among agencies providing more than four million but fewer than 20 million annual passenger trips. CEO Shawn Donaghy is second from left.

Ballot Measures, Congestion Pricing Keep Public Transit Moving

PANELISTS AT A SESSION ON creative funding opportunities for public transit focused on two main ways to look beyond federal sources: ballot measures and congestion pricing, for which revenues are a side benefit.

Henry G. Cisneros, four-term mayor of San Antonio and HUD secretary in the Clinton Administration, said transportation-related ballot measures receive major support among all ballot issues. He noted a measure, likely to appear on the November 2020 ballot, that would restore funds from an existing one-cent sales tax for the use of VIA Metropolitan Transit; the city had earlier allowed the tax revenues to be redirected to other transportation uses.

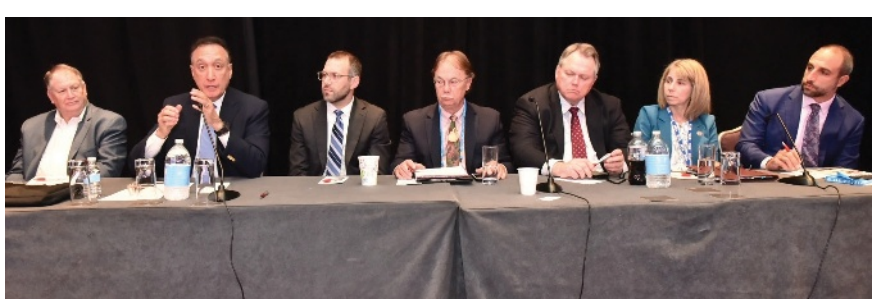
Scott Smith, chief executive officer of Valley Metro in Phoenix, described his role as "frontman" for his agency's recent successful ballot efforts: in 2015, passage of a 35-year plan to generate an anticipated $31.5 billion to fund local transportation and, earlier this year, defeat of a measure that would have shut down a planned 5.5-mile light rail extension and prevented any future proposed extensions. Valley Metro relies on regional tax revenues, he said; it receives no state funding.

"How can public transit keep winning? Remember that every day is the first day of the next election," Smith said. He stressed the importance of moving beyond facts and figures to share the "great stories in every community" related to public transit.

Another concern Smith noted was that the number of public transit projects seeking federal funds is increasing while "the pie is no bigger." He recognized that developers and businesses provide funding for transit because they understand the benefits they will reap from their investments.

Joshua Cohen, campaign director for the APTA Center for Transportation Excellence, said 19 public transit-related ballot measures have already been announced nationwide for 2020. He cited the importance of bringing together stakeholders through multimodal efforts (such as funding for numerous public transit projects) and stressed that successful messaging campaigns are "expensive but worth it."

Denny Zane, executive director of Move LA in Los Angeles, agreed with Cohen about the need for a coalition builder who can gather supporters into "a parade." As key constituencies may have little in common with each other, he said, the coalition should be broad and the project both broad and consequential.



From left: moderator Michael I. Schneider, Henry G. Cisneros, Joshua Cohen, Denny Zane, Scott Smith, Allison C. de Cerreno and Joshua L. Schank.

On the congestion pricing front, Allison C. de Cerreno, senior vice president, business operations and transformation officer for MTA Bridges and Tunnels, said her agency will oversee the program because it already is in charge of administering tolls at its structures. The Mobility Act, which includes congestion pricing, "has a dual goal: reduce congestion and raise revenues," she said.

She explained that funding for the project is part of the MTA's unprecedented $51.5 billion capital plan for 2020-2024.

Joshua L. Schank, chief of Los Angeles Metro's Office of Extraordinary Innovation, said instituting congestion pricing—as a possible future option—would focus on increasing environmental awareness, equity and mobility rather than raising revenues. "People are trying to build so much, so fast, with limited resources," he said. "We want to double the number of people not driving alone."

The key to Schank's philosophy: "Right now, we're all paying for congestion with time and pollution. How about we do it with money?"

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People On The Move

Allen Steps Down as CEO of VRE

ALEXANDRIA, VA—The Virginia Railway Express (VRE) Operations Board announced that **Doug Allen**, the agency's chief executive officer since 2012, has stepped down. Before joining VRE, Allen worked for Dallas Area Rapid Transit and the Capital Metropolitan Transportation Authority in Austin, TX, part of a career of more than 30 years.

Allen

OAKLAND, CA—The San Francisco Bay Area Rapid Transit District announced the promotion of **Michael Jones**, who joined the agency as assistant general manager of administration in 2017, to deputy general manager. He earlier was chief human resources officer for Metra in Chicago and chief administrative officer for SYSTRA Consulting. Jones is a graduate of the Leadership APTA Class of 2012 and a member of the Diversity and Inclusion Council; Legislative; Procurement and Materials Management and Workforce Development committees and American Public Transportation Foundation.

Jones

SAN ANTONIO—The San Antonio City Council has appointed **Athalie Malone** to the VIA Metropolitan Transit Board of Trustees, succeeding **Patricia Rodriguez**. Malone is a past president and current member of the National Federation of the Blind and chairs the city's Disability Access Advisory Committee.

WINNIPEG, MANITOBA—**Jennifer McNeill**, vice president of sales and marketing for New Flyer Industries Canada ULC, has been named an honoree of Canada's prestigious Clean50 list for 2020, which recognizes Canada's leaders advancing sustainability and clean capitalism across 16 categories for outstanding contribution to the clean energy economy.

McNeill

McNeill was named to the Clean16 as the category leader for manufacturing and transportation. She is a 25-year transportation professional who joined New Flyer in 2012 and serves on the boards of the Canadian Urban Transit Association and the Canadian Urban Transit Research and Innovation Consortium.

SEATTLE—Zonar announced the appointment of **Michael Gould** as chief operating officer. He has more than 30 years of experience, serving most recently as senior vice president and general manager for technology consulting at Oracle.

Gould

CLASSIFIEDS

NOTICES

NOTICE TO MBE'S, DBE'S AND WBE'S

A national OEM parts distributor is interested in identifying viable suppliers for ongoing competitive bid requirements.

Product lines and qualifications can be directed to NFI Parts, 630 Kernaghan Ave., Door 76 Winnipeg, Manitoba, Canada, R2C 5G1

Attn: Robyn DeVisser Ph: 204-957-8679

BIDS/PROPOSALS

INVITATION FOR BID CONTRACT NO. KRT2019-100

The **Kanawha Valley Regional Transportation Authority** will receive bids for **Gasoline, Diesel Fuel, and Biodiesel until 11:00 a.m. EST, Wednesday, November 20, 2019** at 1550 4th Avenue, Charleston, WV 25387 and then at said offices all bids will be publicly opened and read aloud.

Any contract resulting from bids submitted will be subject to a financial assistance contract between the Authority and the U.S. Department of Transportation. All bidders will be required to certify that they are not on the Comptroller General's list of ineligible bidders.

IFB documents may be obtained from the Purchasing Department, Kanawha Valley Regional Transportation Authority, 1550 4th Ave, Charleston, WV 25387, telephone 304-343 3878, fax 304-345-6876, email ctyler@rideonkrt.com. Proposals are to be submitted in a sealed envelope and marked, "Gasoline/Diesel Fuel".

Purchaser reserves the right to reject any or all bids and to waive any informality in bidding on such basis as the Authority deems to be in its best interest.

Disadvantaged Business Enterprise will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, religion or national origin in consideration for an award.

METROPOLITAN COUNCIL – IFB

FRANKLIN OPERATIONS AND MAINTENANCE FACILITY MODIFICATIONS IFB # 19P272

The Metropolitan Council intends to solicit sealed bids for modifications to its existing Franklin Operations and Maintenance (O&M) Facility. Work includes the construction of three main additions to the existing O&M Facility, including extension of the Light Rail Train (LRT) carwash & sanding bay, the addition of 5 new working bays to the LRT maintenance shop, and the construction of a new Rail Control Center. Other modifications include a yard track & systems site reconfiguration, a Traction Power Sub-Station (TPSS) site construction, and renovations to other administration support spaces

The anticipated **issue date** for the Invitation for Bids is **Oct or Nov 2019**. Visit http://bit.ly/metcouncil contracting for additional information.

Questions may be directed to Auburn Dees, IFB Administrator, auburn.dees@metc.state.mn.us or 651-602-1346.

HELP WANTED

CALTRAIN
DEPUTY CHIEF, CALTRAIN PLANNING

Caltrain is seeking a highly qualified Deputy Chief of Planning. The Deputy Chief is responsible for the strategic and operational planning initiatives and execution of an enhanced service, infrastructure and development vision for the Peninsula Corridor Joint Powers Board, and for developing a comprehensive capital plan. Caltrain is an Equal Opportunity Employer (EOE). For more information or to submit a resume, please contact Gregg Moser, K&A at gmoser@kapartners.com.

PAYROLL MANAGER (PS101433)

GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

Position is located in San Rafael, CA.
Salary range: $102,252.80 to $123,593.60 annually plus excellent benefits 40-hour workweek

Employee pays 7% of salary/wage toward Cal PERS retirement plan

Minimum job requirements:

- A Bachelor's degree in Business Administration, Finance, Public Administration, Accounting, or in any related field. Qualifying experience may be substituted on a year-for-year basis in lieu of education. A written statement detailing qualifying experience must be submitted with the application.
- A minimum of seven years of in-house payroll processing and reporting requirements for federal, state, and pension/retirement plan authorities in organizations of 700+ employees.
- A minimum three years of recent related supervisory and/or managerial level payroll systems knowledge.
- Experience with public sector payroll accounting, particularly with a transportation background, is highly desirable.

To apply: www.goldengate.org/jobs

Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

For directions and general information, visit our website www.goldengate.org.

The District's primary and official means of application notification is via EMAIL. Thus, applicants are advised to check their email for their application status updates.

The following documents must be submitted at time of application:

1. GGBHTD Online Employment Application
2. Resume (Scan and attach as PDF to your online application)
3. Applicants who do not possess a degree must attach a statement supporting position related experience in lieu of degree

The selection process may include:

- Assessment of education, training, and experience
- Oral Panel Interview
- Department interview for final candidates
- Background, Employment and Security Investigation

*** The District will only invite those candidates whose qualifications MOST CLOSELY MATCH the position requirements to continue in the selection process.

An equal opportunity employer

It is the policy of the Golden Gate Bridge Highway and Transportation District to take all personnel actions on the basis of merit and other job-related factors, without regard to race, color, national origin, religion, sex (including pregnancy, childbirth, and related medical conditions), disability: physical or mental, age (40 and older), genetic information, marital status, sexual orientation and identity, medical condition, political affiliation or military status.

Applicants with Disabilities: The Human Resources Department will make reasonable efforts to accommodate applicants with disabilities to complete the Employment Application and in any job-related examination process. If you have special needs, please call (415) 257-4535 (Human Resources).

Revised 02/15/2019

AMTRAK
DEPUTY CHIEF ENGINEER, ELECTRIC TRACTION

Amtrak, the national rail operator, connects America in safer, greener and healthier ways. With 21,000 route miles in 46 states, the District of Columbia and three Canadian provinces, Amtrak operates more than 300 trains each day — at speeds up to 150 mph — to more than 500 destinations. Amtrak is the operator of choice for state-supported corridor services in 17 states and for four commuter rail agencies.

Amtrak is seeking an experienced, innovative and forward-thinking executive to serve as Deputy Chief Engineer, Electric Traction to lead and direct the design, construction, operation, maintenance, training, and compliance ensuring the continued safe and reliable operation of the railroad's electric traction facilities and operations.

Reporting to the Assistant Vice President, Engineering & Design, this position requires extensive technical knowledge of traction power operations, contingency planning and emergency response to catenary, substation, signal power and transmission systems. The candidate should have extensive experience managing large, diverse and geographically dispersed groups of individuals and be known in the industry as a Technical Expert in traction power operations.

Amtrak is an equal opportunity employer and offers a competitive salary and excellent benefits. A complete job description is available at www.harrisrand.com. To apply, submit a resume, cover letter and salary requirements in confidence to Christopher Boylan, Harris Rand Lusk Executive Search at: cboylan@harrisrand.com

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CHIEF, BART PROGRAM DELIVERY

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (SAN JOSE, CA)

How would you like to work for a progressive transportation agency in one of the most beautiful and culturally vibrant areas of the country? The Santa Clara Valley Transportation Authority (VTA) has retained KL2 Connects LLC to recruit its next Chief, BART Program Delivery. The Chief, BART Program Delivery will report directly to the General Manager/CEO and serve on the executive management team. He/She will plan, organize, direct and administer all functions of BART Silicon Valley - Extension Project. This is an ongoing project that will extend the BART heavy rail system into the heart of San Jose by 2026. The current project budget is approximately $5.6 Billion. This dynamic leader will be responsible for oversight of planning, capital project development, communications, business operations, and the securing of approvals and funding required for the final design, construction, project controls, project close-out, and VTA responsibilities as articulated in the BART-VTA comprehensive agreement. Typical tasks for this position include, but are not limited to, developing and implementing strategies and policies; directing BART Silicon Valley personnel and project staff; coordinating the efforts of internal and external stakeholders (planning, scheduling, design, procurement, and construction); overseeing in-house and contract engineering and construction personnel; developing and maintaining BART Silicon Valley schedules, budgets, and quality objectives; conducting analyses, developing reports, and presenting results to regulators, elected and appointed officials, and key stakeholders; and analyzing system design alternatives as required to secure required federal, state, and local regulatory approvals. This position requires an education and managerial experience typically obtained by graduating from a four-year accredited college (with a degree in transportation planning, engineering, construction technology, business administration, public administration, or related field) and earning extensive and increasingly responsible managerial experience in the planning and development of large-scale large-agency public works projects. Extensive experience in project management, construction management, project controls, and contract administration will be highly valued. This is an excellent executive opportunity that offers attractive compensation, benefits, and relocation. VTA values equal opportunity at all levels — diverse candidates are encouraged to apply. To be considered, go to www.KL2connects.com/openings, select the VTA listing, and upload a letter of interest, resume, and 4-5 professional references (preferably supervisory and including name, title, relationship to you, phone, and email address). For additional information, contact John Bartosiewicz at John@KL2connects.com. Thank you for your interest in VTA!

GREATER BRIDGEPORT TRANSIT
FULL TIME STAFF ACCOUNTANT

Greater Bridgeport Transit (GBT) is seeking a highly motivated staff accountant to support its growing finance and accounting operations. This position is under the direction of the Chief Financial Officer (CFO). The Staff Accountant will be heavily involved in carrying out the responsibilities of the GBT Finance and Accounting Department. The position ensures that all accounting and finance functions are performed accurately and on-time, provides support to the CFO in the preparation of financial statements, performs analyses and focuses on budgets and forecasting. Some of the responsibilities of the position include maintaining the fixed assets including depreciation, general ledger maintenance and journal entries, bank reconciliations, reconciliation of accounts receivable, support to the payroll and accounts payable positions and various other tasks as assigned by the CFO.

Experience in a transit related finance/accounting environment is preferred. However, those with the credentials and a willingness to learn are encouraged to apply. The requirements of this position include: A Bachelor's Degree in accounting or related field from an accredited college or university; proficiency in Microsoft Excel and accounting software (SAGE 100 preferred); two years of experience in related work; excellent organizational, written and oral communication skills and knowledge of standards of accounting.

GBT is located in Fairfield County, Connecticut on Long Island Sound. We offer a superb compensation package including medical, dental and life insurance, paid vacation, holidays and personal days, 457 and retirement plans and professional development.

To apply, submit a letter of interest, resume and three references to:

Crystal Engram, Director of Human Resources
Greater Bridgeport Transit
One Cross Street
Bridgeport, CT 06610

Or by e-mail cengram@gogbt.com.

GBT is an EOE/AA/employer. Position open until filled.

MANAGER – TRANSIT SCHEDULING

Port Authority is seeking a Manager – Transit Scheduling to be responsible for the development and production of efficient operating schedules, production and dissemination of timetables and designing of service to meet the needs of Port Authority and the public. Coordinate activities with division personnel. Coordinate and assist with community outreach to support service planning initiatives. Manage and lead the Transit Scheduler personnel on activities that support the department's and organization's Tactical Plan, including project management oversight related to resources and tasks related to quarterly service changes. Responsible for personnel actions for Transit Scheduler staff, to include on-boarding, training, development, and performance reviews.

Essential Functions:

- Uses HASTUS to develop cost-efficient operation scenarios to support service change recommendations. Supports transit scheduling, routing design and service change activities. Reviews, evaluates and makes schedule changes to ensure service and schedules are effective and efficient. Responsible for cost effective scheduling of service which includes ensuring the schedules are within budget. Supports activities related to Port Authority's Tactical Plan, including Annual Service Report, Five Year Tactical Service Development Plan, Bus Stop Optimization Plan.
- Manages the trip building, blocking, run cutting, and other transit scheduling related activities to produce an efficient, effective, and equitable service plan. Develops, prepares and disseminates operating schedules in accordance with provisions of contract agreement; supervises implementation of schedule changes. Manages the production and distribution of picking materials. Oversees the design, production and distribution of public timetables and other customer information materials related to service. Responsible for meeting deadlines and ensuring compliance with ATU collective bargaining agreement. Point of contact for related items related to fixed route scheduling.

Job requirements include:

- Transit Scheduling, Transit Planning or Transit Operations Management experience required.
- BA/BS degree in Business Administration, Analytics, Urban Planning or related field from an accredited school and/or minimum of four (4) years' experience in scheduling or directly related field. Directly related experience may be substituted for the education on a year-for-year basis.
- Strong analytical skills and attention to details.
- Strong work ethic with ability to multi-task.
- Strong decision-making and innovative problem-solving skills.
- Strong organizational and analytical skills are essential. The ability to gather data and prepare clear and concise reports, to establish and maintain effective working relationships with others and to work independently.
- Demonstrates considerable initiative.
- Proactive and achievement driven.
- Excellent collaboration skills with both internal and external clients.
- Knowledge of research and statistical theories and methods.
- Ability to work independently and in a team environment.
- Ability to prioritize multiple complex projects.
- Knowledge and familiarity with computer systems and database applications.
- Demonstrated ability in the use of Windows and Microsoft Word and Excel.
- Valid PA driver's license must be obtained within 90 days of starting the position.

Preferred attributes:

- Minimum of four (4) years' experience in scheduling or directly related field.
- Knowledge in transit scheduling software preferably HASTUS or other transit scheduling software is highly desirable.
- Previous supervisory experience.

We offer a comprehensive compensation and benefits package. Interested candidates should forward a cover letter (with salary requirements) and resume to:

Amy Giammanco
Employment Department
Port Authority of Allegheny County
345 Sixth Avenue, 3rd Floor
Pittsburgh, PA 15222-2527
AGiammanco@portauthority.org
EOE

MECHANICAL DEPARTMENT PROJECT ENGINEER

NICTD intends to hire a Mechanical Department Project Engineer to help lead reliability and service life improvement projects for its South Shore Line passenger car fleet. NICTD solicits applications from candidates with a bachelor's or higher degree majoring in electrical engineering, or electrical engineering technology. NICTD will also accept other engineering or technology majors if accompanied by an electrical engineering or electrical technology minor. Persons still enrolled in coursework and pending graduation on or before June 2020 are eligible for consideration. One to five years of work experience is preferred but not required.

Salary and Benefits: $55K -$65K plus excellent benefits. See website for details.

How To Apply: See website for instructions. This is a rolling application process; apply early for best consideration. Qualified applicants will be notified if selected or declined for an interview. The District reserves the right to close this solicitation at any time.

The District assumes no responsibility for late or undelivered materials. Persons who desire to assure deliveries of their requests for consideration are encouraged to hand deliver their materials or send them by certified mail.

Website: http://www.mysouthshoreline.com/about/job-opportunities

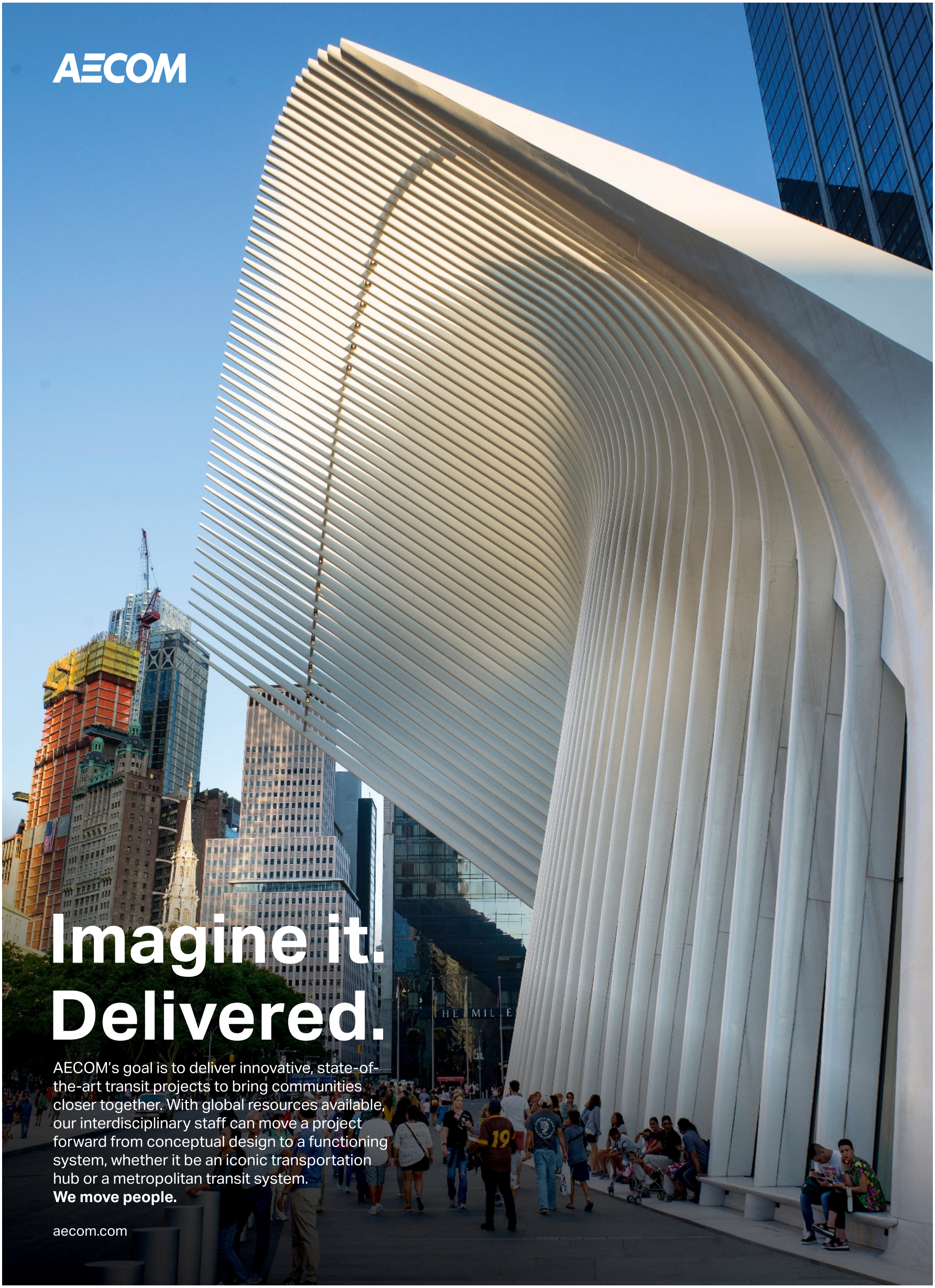
Questions: Contact Bjarne Henderson, Director of Human Resources & Labor Relations, at (219) 874-4221, ext 223; e-mail: bjarne.henderson@nictd.com.

NICTD is an Equal Opportunity Employer

DIRECTOR, OPERATIONAL TRAINING AND DEVELOPMENT

TRIMET (PORTLAND, OR)

How would you like to work for one of the nation's largest and most progressive transit agencies while living in the beautiful U.S. Northwest? KL2 Connects LLC has been retained to identify candidates for TriMet's new Director, Operational Training and Development position. TriMet provides bus, light rail, and commuter rail services for a region that spans most of metropolitan Portland. Reporting to the COO the Director will strategically lead operational training and development programs (for Transit Operations and Maintenance); assess current programs; and develop new strategic training initiatives for the District's operating divisions. He/she will implement change management initiatives; design training and development programs to address the rapidly changing transit environment; and cultivate a training culture reflecting the values of safety, ethics, expertise sharing, customer service, continuous improvement, professional development, encouragement, and cultural awareness. This position requires a Bachelor's (Master's preferred) in Public Administration, Human Resources, Learning/Organizational Development, or a related discipline plus at least 11 years (5 supervisory) of directly related experience. That experience should include responsibility for operational training programs (including budget and expenses) in a comparable organization (multi-modal preferred) that has a Business-to-Customer operating environment. Prior experience working with union staff is preferred. TriMet is an Equal Opportunity Employer that offers attractive compensation and a rewarding professional environment. Women and minorities are strongly encouraged to apply. To be considered, go to https://jobs.kl2connects.com, select the TriMet listing, and upload your letter, resume, and 4-5 professional references (preferably supervisory and including name, title, relationship to you, phone, and email address). For more information see the brochure on our site or contact Celia Kupersmith at Celia@KL2connects.com.


AECOM
Imagine it.
Delivered.
AECOM's goal is to deliver innovative, state-of-the-art transit projects to bring communities closer together. With global resources available, our interdisciplinary staff can move a project forward from conceptual design to a functioning system, whether it be an iconic transportation hub or a metropolitan transit system.
We move people.
aecom.com